



Utah Transit Authority

Board of Trustees

MEETING MINUTES - Final

669 West 200 South
Salt Lake City, UT 84101

Wednesday, August 25, 2021

9:00 AM

FrontLines Headquarters

Present: Chair Carlton Christensen
Trustee Beth Holbrook
Trustee Jeff Acerson

Also attending were UTA staff and interested community members.

1. Call to Order and Opening Remarks

Chair Carlton Christensen welcomed attendees and called the meeting to order at 9:04 a.m.

2. Pledge of Allegiance

Attendees recited the Pledge of Allegiance.

3. Safety First Minute

Sheldon Shaw, UTA Safety & Security Director, provided a brief safety message.

4. Public Comment

In-person public comment was given by Rebecca Baker. Ms. Baker works at the Salt Lake County library located in Sandy and spoke about a lack of bus service to the facility. She advocated for transportation options to connect community members, particularly persons with disabilities, to the resources available at the library.

It was noted that online public comment received was distributed to the board for review in advance of the meeting and is included in Appendix A to these minutes.

5. Consent

a. Approval of August 11, 2021 Board Meeting Minutes

A motion to approve the consent agenda was made by Trustee Acerson and seconded by Trustee Holbrook. The motion carried unanimously.

6. Reports**a. Agency Report**

- **Delegated Authority for On-Call Infrastructure Maintenance Task Orders - Status Update**
- **Peach Days Complimentary Service Request**
- **Rock the Canyon Complimentary Service Request**
- **Free Fare Day Update**

Delegated Authority for On-Call Infrastructure Maintenance Task Orders - Status Update

Bill Greene, Acting Interim Executive Director, was joined by Mary DeLaMare Schaefer, UTA Regional General Manager - Timpanogos Business Unit; Andres Colman, UTA Regional General Manager - Mt. Ogden Business Unit; and David Hancock, UTA Acting Chief Service Development Officer.

Mr. Hancock provided an update on the task orders issued for the on-call maintenance contract with Stacy & Witbeck as proscribed in board resolution R2021-05-02 (previously approved).

Signed task orders are as follows:

- 3200 West Grade Crossing Replacement: Not-to-Exceed (NTE) \$350,000/Actual \$242,974
- Operator Relief Rooms: NTE \$434,000
- North & South Stadium Embedded Curve Replacement: NTE \$1,800,000 (though this item appeared in the meeting presentation as a task order in negotiation, Mr. Hancock indicated the task order has already been signed)

Task orders in negotiation are as follows:

- Mario Capecchi Embedded Curve Replacement: NTE \$900,000

Task orders in scope development are as follows:

- Gap Filler on FrontRunner Stations: NTE \$1,000,000
- Winchester Avenue Grade Crossing Replacement: NTE \$350,000
- 8120 South Grade Crossing Replacement: NTE \$250,000

Peach Days Complimentary Service Request

Mr. Colman summarized the request to provide complimentary supplementary service to Peach Days in Brigham City. The estimated cost for the service is \$3,600.

Rock the Canyon Complimentary Service Request

Ms. DeLaMare-Schaefer spoke about a request to provide complimentary service for the Rock the Canyon community event. The anticipated cost is less than \$1,000.

Discussion ensued. A question on anticipated event attendance was posed by the board and answered by Ms. DeLaMare-Schaefer.

Free Fare Day Update

Mr. Greene indicated this update would be deferred to a future meeting.

7. Resolutions**a. R2021-08-05 - Resolution Authorizing Execution of a Joint Venture Agreement with Clearfield Station Partners, LLC for the Clearfield Station Transit-Oriented Development**

Paul Drake, UTA Director of Real Estate & Transit-Oriented Development (TOD), was joined by Jordan Swain, UTA TOD Project Manager; Bruce Bingham with Hamilton Partners; and Trevor Evans with Stack Development. Mr. Drake summarized the resolution, which authorizes execution of the joint venture agreement (JVA) with Clearfield Station Partners, LLC for the Clearfield Station TOD. The development companies comprising Clearfield Station Partners, LLC are Hamilton Partners and Stack Development.

Staff described the development of the project, duties of the parties, compensation terms, and termination provisions contemplated in the JVA. It was also noted the terms of the agreement underwent a third-party review.

The land is valued at \$7.31 per square foot in the JVA, which reflects the fair market value. UTA will convey the applicable real property by phase and receive equity in each development entity proportionate to the value of the contributed land. Such equity will determine UTA's ownership stake and the amount of revenue that is distributed to UTA through operating income or disposition of assets.

Discussion ensued. A question on the current development market was posed by the board and answered by UTA staff and development partners.

A motion was made by Trustee Holbrook, and seconded by Trustee Acerson, that this resolution be approved. The motion carried by the following vote:

Aye: Chair Christensen, Trustee Holbrook, and Trustee Acerson

8. Contracts, Disbursements, and Grants**a. Contract: On-Demand Technologies and Innovative Mobility Services (River North Transit LLC - Via)**

Nichol Bourdeaux, UTA Chief Planning & Engagement Officer, was joined by Jaron Robertson, UTA Director of Innovative Mobility Solutions. Mr. Robertson asked the board to approve a contract with River North Transit LLC (Via) for on-demand technologies and innovative mobility services. The contract will allow UTA to

implement new and innovative pilots or services over the next five years on an as-needed basis. The estimated contract value is \$32,761,486.

Discussion ensued. Questions on the competitiveness of the bidding process and the vendor's perception of the Utah market were posed by the board and answered by staff.

A motion was made by Trustee Acerson, and seconded by Trustee Holbrook, that this contract be approved. The motion carried by a unanimous vote.

b. Contract: In-Vehicle Mobile Gateways, Annual Maintenance, and Parts (Sierra Wireless America, Inc.)

Alisha Garrett, UTA Chief Enterprise Strategy Officer, requested the board approve a contract with Sierra Wireless America, Inc. for in-vehicle mobile gateways, annual maintenance, and parts to allow UTA to connect to, communicate with, and monitor different devices on bus, TRAX, and paratransit vehicles. The base contract has a two-year term (plus an additional few months for the remainder of 2021) and three one-year options. The total contract value, including options, is \$1,300,000.

Discussion ensued. Questions on the benefits of the new transit management system, potential to provide real time travel-relevant data to customers, UTA text alerts, and future transferability of technology to other vendor systems were posed by the board and answered by staff.

A motion was made by Trustee Holbrook, and seconded by Trustee Acerson, that this contract be approved. The motion carried by a unanimous vote.

9. Discussion Items

a. Mixed Bus Fleet Composition Strategy

Eddy Cumins, UTA Chief Operating Officer, was joined by Mr. Colman, and Tigran Melikyan, UTA Business and Quality Analyst. Staff summarized efforts to determine the appropriate fleet composition by reviewing areas of analysis; scoring methods; operational, capital, and environmental factors; external factor weighting; and the overall scoring summary. They described next steps, which include factoring in board input, developing a recommendation and written report, building a financial plan, and presenting a final recommendation to UTA leadership.

Discussion ensued. Questions on the assessment of external factors, electric bus data sources, intended frequency of performing a fleet composition analysis, electric bus life cycle score, environmental factors sources, regional considerations, plans for using compressed natural gas vehicles, and potential for using hydrogen in a propulsion system were posed by the board and answered by staff. Chair Christensen recommended quantifying emergency management considerations (e.g., certain propulsion systems may be at a disadvantage in an emergency) and dovetailing the capital vehicle procurement strategy with the final fleet composition strategy. Trustee

Holbrook suggested establishing a communications strategy for framing conversations on fleet composition with stakeholders. Chair Christensen opined soliciting stakeholder feedback would be valuable in informing the strategy.

Chair Christensen called for a short break at 10:23 a.m.

The meeting resumed at 10:31 a.m.

Chair Christensen changed the order of the agenda by moving the conversation on debt refunding (item 9.c.) before the conversation on the five-year capital plan (item 9.b.).

c. Potential 2015A Senior and Subordinate Sales Tax Revenue Refunding Bond Opportunity in 2021

Brian Baker, Financial Advisor with Zions Capital Advisors, was joined by Bob Kinney with Wells Fargo. Mr. Baker and Mr. Kinney together described an opportunity for UTA to refund the remaining 4.0-5.0% bonds from the 2015A issue (those with principal payments of \$405.27 million starting in 2021 and going through 2037). They reviewed bond refunding and restructuring considerations, U.S. Treasury rate trends, projected advance refunding results, and advance refunding sensitivity, then outlined a timeline for events related to the refunding opportunity.

Discussion ensued. Questions on previous bond refundings, rate nuances, eligibility for a tax exempt refunding, and future rate projections were posed by the board and answered by staff. The board instructed staff to continue its work on the refunding opportunity.

b. Utah Transit Authority Draft Five-Year Capital Plan - 2022 through 2026

Mr. Greene was joined by Mr. Hancock and Daniel Hofer, UTA Manager - Capital Assets & Project Controls. Staff outlined budget connections to the UTA strategic framework, summarized the five-year capital plan goals, and spoke about efforts to improve project delivery. They reviewed the proposed 2022 major capital and asset management projects and the proposed five-year capital budget by year. Staff also listed projects for which UTA anticipates receipt of significant outside funding and reviewed the next steps in the capital budgeting process.

Discussion ensued. Questions on the process for validating unfunded projects, movement of projects between phases of the plan, inclusion of facilities upgrades, opportunities for capitalizing on efficiencies, and ability to be nimble regarding potential shifts in priorities on long-term projects were posed by the board and answered by staff. Chair Christensen recommended information on the projects in the five-year capital plan - both funded and unfunded - be made easily accessible to the public (e.g., on the agency's website).

10. Other Business

- a. Next Meeting: Wednesday, September 8th, 2021 at 9:00 a.m.

11. Adjourn

A motion was made by Trustee Holbrook, seconded by Trustee Acerson, to adjourn the meeting. The motion carried by a unanimous vote and the meeting was adjourned at 11:13 a.m.

Transcribed by Cathie Griffiths
Executive Assistant to the Board Chair
Utah Transit Authority

This document is not intended to serve as a full transcript as additional discussion may have taken place; please refer to the meeting materials, audio, or video located at <https://www.utah.gov/pmn/sitemap/notice/697919.html> for entire content.

This document along with the digital recording constitute the official minutes of this meeting.

Approved Date: 09/08/2021

DocuSigned by:


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Carlton J. Christensen
Chair, Board of Trustees

Appendix A

**Online Public Comment
to the
Board of Trustees of the Utah Transit Authority (UTA)
Board Meeting
August 25, 2021**

Received on August 24, 2021 from George Chapman:

Board of Trustees comments

Again, I have not heard any publicity about the required EIS for the Mid-Valley BRT that was not to have an EIS since federal funds were not planned to be applied for. But federal funds are now part of the project. Please publicize the EIS that is now required for the Mid-Valley BRT.

Salt Lake City is implementing 45 degree parking on 900 South that creates barriers to efficient bus operation. What is UTA planning to do to compensate for the barriers to the route? Note that Ogden rerouted the bus from the similar 25th Street area downtown. If the bus is to be rerouted, the public and local community councils should be involved in the new route (especially if it is routed to 13th South). Or UTA should ensure that car parking is not impacting bus operations.

UTA should be complaining to Salt Lake City to remove the inappropriate sharrows in the southbound lane since it slows the 500 East bus (after removing bus stops to speed up the bus).

UTA still is not encouraging transit ridership by lowering the bus fare to \$1. UTA has the money and it should put it in now to stop people from continuing to move to cars.

How can I get a copy of the Future of Light Rail study draft?